GEN. FERRIE IS DEAD; A WIRELESS PIONEER

French Scientist Won Renown Throughout World as Army Radio Authority.

SAW FIRST MARCONI TESTS

Chief of Eiffel Tower Station an Early Leader in Experiments on Television Theory.

Special Cable to THE NEW YORK TIMES.

PARIS, Feb. 16.—General Gustave Ferrie, a pioneer in the development of wireless telegraphy for military purposes, died today at the age of 63 after an operation for appendicitis in which internal poisoning was involved. He was Inspector General of the French Army's telegraphic service.

As a young Lieutenant General Ferrie was present when Marconi's famous experiments with wireless communication were carried on between France and England in 1899. He immediately recognized the military possibilities of radio-telegraphy and was encouraged to study and develop the new science by the then French Minister of Communications, Defreycinet.

For many years General Ferrie was regarded as the foremost expert on wireless in France.

Led in Photographic Radio.

General Ferrie's name was a household word wherever radio and photoelectric experiments were carried on for the last two decades. He was a pioneer in the theory of television and wireless photographic transmission. He was a member of the French Institute (Academy of Sciences) and a correspondent of the Bureau of Longitude of France.

As chief of the Eiffel Tower Wireless Station in Paris and general inspector of the French military telegraph and transmissions his collaboration was often sought in experiments dealing with wireless telegraphy and the Hertzian waves, upon which he was an authority of world-wide renown.

In the late Fall of 1929 General Ferrie predicted "a revolution in the science of navigation of airplanes and airships" in a treatise presented to the Academy of Sciences, supplementing an invention of William Loth, a French engineer. Mr. Loth's discovery was based on the principle of light beams used to guide ships over dangerous areas, the meeting point of two lights indicating the path. General Ferrie's forecast predicted the eventual discontinuance by airship pilots of the use of the compass, maps and other calculations, pointing out that they would be warned in flight by signals, telling them what distance they were from the set tracks of their courses.

At that time General Ferrie announced that the system had already worked over a distance of 500 miles and that its development for effectiveness over a greater radius was only a matter of time. One of the principal advantages of the invention, he added, was the possibility it offered of warning fliers of any changes of weather conditions on transatlantic flights.